

DUBLIN MAILS.

RETURN to an Order of the Hon-able The House of Commons,
dated 1st July 1869 *per*,

RETURNS "showing the Hours of Departure of the MORNING MAIL TRAINS from *Dublin* to the North, the West, and the South of *Ireland*, on the 1st day of May 1868, and the 1st day of May 1869:"

- "The Dates upon which the MAILS were late in being forwarded to the North, the West, and the South of *Ireland*, in the Year ending the 1st day of May 1869, by reason of their non-arrival at the Westland Row Station, and the Time at which the English Mails reached that Station upon the Days on which they were late for the Trains:"
- "The Time allowed for the Mail Bags to be carried from the Westland Row Station to the Stations of the Northern, Western, and Southern Railways:"
- "And the Data upon which the Mail Departure of the South was changed, and the Correspondence that led thereto."

General Post Office.

JOHN TILLEY,
Secretary.

DUBLIN DAY MAILS.

RETURN showing the Departure of the Morning Mail Trains to the North, the West, and the South of *Ireland*, on the 1st of May 1868, and on the 1st of May 1869.

MAIL TRAIN.	Departure.	
	1 May 1868.	1 May 1869.
North (Belfast, Limited) - - -	8.15 a.m.	8.15 a.m.
North (Derry and Enniskillen) - -	8.35 "	8.35 "
West - - - - -	8.30 "	8.30 "
South - - - - -	8.35 "	9. 0 "

Departure of train to the south altered on the 1st February 1869, to 9.0 a.m., and to wait until 9.10 a.m., in case the English mail is late.

(signed) *J. Allen*,
Inspector of Mails.

26 July 1869.

DUBLIN DAY MAILS.

RETURN showing the Time allowed for conveying the Mails from Westland Row Station to the Termini of the Northern, the Western, and the Southern Railways.

TERMINI.	Time Allowed.
To the Northern, or Drogheda Terminus - - -	15 minutes.
To the Western, or Broadstone Terminus - - -	20 "
To the Southern, or Kingsbridge Terminus - - -	22 "

(signed) *J. Allen*,
Inspector of Mails.

26 July 1869.

DUBLIN DAY MAILS.

RETURN showing the Dates upon which the Mails were late in being forwarded to the North, the West, and the South of Ireland, in the Year ending the 1st day of May 1869, by reason of their non-arrival at the Westland Row Station, and the Time at which the English Mails reached that Station upon the Days on which they were late for the Trains.

Date.	Mails Late.	Arrival at the Westland Row Station.
1868:		
11 July -	North and West - - - -	8 55 a.m.
22 " -	North-west and South - - -	8 58 "
29 " -	North and West - - - -	8 58 "
25 September -	North-west and South - - -	8 52 "
15 October -	- ditto - - - - -	9 20 "
20 " -	- ditto - - - - -	9 25 "
3 November -	- ditto - - - - -	9 2 "
4 " -	- ditto - - - - -	9 27 "
5 " -	- ditto - - - - -	9 25 "
7 " -	West - - - - -	8 41 "
14 December -	North and West - - - -	8 55 "
18 " -	West - - - - -	8 53 "
1869:		
5 January -	North and West - - - -	8 54 "
19 " -	North-west and South - - -	9 5 "
3 February -	* North and West - - - -	9 5 "
9 " -	North - - - - -	8 44 "
27 " -	North and West - - - -	9 14 "
2 March -	- ditto - - - - -	9 3 "
10 April -	- ditto - - - - -	9 10 "

* Dispatch of train to the south altered on the 1st February 1869.

25 July 1869.

(signed) J. Allen,
Inspector of Mails.

COPY OF CORRESPONDENCE which led to change of Hour of Departure of Mail to the South.

— No. 1. —

May it please your Grace,

Mayor's Office, Cork,
4 November 1868.

I AM directed by the public bodies and the commercial community of this city to represent to the authorities the great inconvenience all business people here suffer from the constant irregularity in delivering the English mails.

During the prevalence of bad weather in the Channel the mail boats from Holyhead are so delayed that the mail bags do not reach the terminus at Kingsbridge, Dublin, in time to be forwarded to the south by the morning and evening trains for local delivery at the usual time, thereby causing serious loss to the commercial interests, not alone of this city, but of the whole Province of Munster.

This has happened no less than six different times within the last 10 days, and has practically placed us here 12 hours behind the usual period for receiving and answering all English correspondents.

As this is not the first occasion that the Post Office authorities have been remonstrated with on this subject, the public here express a fear that such grievances are not so promptly attended to and redressed as they should be if similar occurrences took place on the other side of the Channel.

The remedy is so simple, viz., the forwarding by a special engine and mail carriage the bags when late at Kingsbridge, thereby overtaking the ordinary train at some of the intermediate stations, and the expense so trifling, when compared with the great area and population

population to be accommodated, that the public cannot believe that such a consideration can weigh with the Post Office in dealing with the question.

Trusting that this communication may meet with more favourable treatment than some made previously.

To His Grace the Duke of Montrose, K.T.,
Postmaster General.

I am, &c.
(signed) *Francis Lyons,*
Mayor of Cork.

— No. 2. —

Chamber of Commerce, Cork,
11 November 1868.

My Lord Duke,
I AM instructed by the Committee of this Association to forward you the enclosed resolution, which was unanimously adopted at a public meeting held yesterday.

I am, &c.
(signed) *Charles John Maguire.*

Resolved.—“ That great inconvenience and pecuniary loss has arisen to the trading and mercantile community of this city by the late frequent irregularities in the deliveries of the English mails.

“ That such irregularities are inexcusable, because of the facilities of remedy which would only entail on the Post Office authorities the expense of a special engine and mail van to be dispatched to catch the mail train, whenever it may happen that the Holyhead packet should be late.

“ That the Chamber forward this resolution to the Postmaster General, and copies thereof to the Chamber of Commerce of Limerick, Waterford, Thurles, and Tipperary, requesting their co-operation, with a view to the remedy of such injustice to the mercantile community.”

— No. 3. —

Great Southern and Western Railway,
Traffic Superintendent's Office, Kingsbridge Terminus, Dublin,
13 November 1868.

My dear Sir,

I HAVE mentioned to my directors the subject of our conversation on Wednesday last, and am directed to express their regret that it is not in their power to accede to the suggestion of a further detention of the morning mail train to wait the late arrival of mails by the Holyhead steamers; but the directors wish me to submit for consideration a proposition which, if approved of, they will be prepared to carry into effect, viz., a small extension of the time of departure of this train from Kingsbridge—say, from 8.35 a.m. to 9.0 a.m., with a detention of 10 minutes after 9, in case the mails are late, and thus they consider would be the most satisfactory arrangement to meet the requirements of the exigencies of the down day mail service, accommodate the passengers for the south of Ireland coming by the mail steamers, and remove, to a great extent, the cause of complaint now made by merchants and citizens of Cork and Queenstown.

You are aware that under the present system, when our train is detained by the mails up to 8.45 a.m., we dispatch it immediately the mails reach us, and that, as the exclusive trains for the conveyance of the latter from Kingstown leave the pier as soon after the steamer arrives as possible—the passengers following by a second special train—all who are for the south of Ireland are late for our mail train, and must remain in Dublin for the afternoon train, thus entailing upon many who have to proceed to districts beyond Cork, &c., the inconvenience and expense of remaining at hotels for the night, instead of reaching their destination early on the evening of the day of departure.

My directors cannot doubt that your department will willingly acknowledge the duty which devolves upon the Company to recognize the legitimate claims of passengers, as well as the requirements of the mail service, to the fullest accommodation which the Board can provide; and with the most anxious desire to effect this object, and with the best assistance I can give them in the matter, they really cannot suggest any better or more reasonable mode of working the day mail train in a manner that would afford more satisfactory accommodation for the south of Ireland generally than the arrangements I have indicated.

I need hardly add that the running speed of our morning mail train, having reached its limit, cannot be increased; but whenever a detention of the 10 minutes after 9 might be required, every effort would be made to make up for that delay on the journey, so as to ensure a punctual arrival in Cork at the hour named in the time bill.

I am, &c.
(signed) *Geo. E. Ilbery.*

John Allen, Esq.,
General Post Office, Dublin.

— No. 4. —

DAY MAIL POSTAL SERVICE.

Waterford and Limerick Railway, Secretary's Office,
Waterford Terminus, 1 December 1868.

Dear Sir,

THE delays herein aggravated latterly by the rough weather, and failure occasionally in bringing on the English down mails by the 8.35 a.m. train from Dublin, induces my Board again to urge a revision of the existing service, and I am desired to put forward here-with our claim for favourable consideration.

In 1863 we entered into a five years' contract for an up and down day and night service, our trains meeting corresponding ones from Great Southern and Western line at Limerick Junction. The convenience thus afforded by these direct connections materially influenced us in accepting the low sum we have from Post Office for such mail service (not quite 7d. per mile average); but subsequently a change was made as regards the up day mail from Cork, which threw a delay of near two hours on our corresponding trains.

However, should your arrangements just now not enable you to put back again all the trains in harmony at Limerick Junction, I beg to submit the subjoined table of a modification, which my directors are of opinion would be of general advantage.

The alterations involved are but slight, nominally 25 minutes later departure from Dublin, and in reality less, inasmuch as the mails, with such increased time, would almost always be able to make their train time. As regards our own district, the suggested time bill makes Limerick ten minutes later arrival as against 40 minutes later departure outwards, and on Tipperary side the difference is about balanced.

I would be glad to hear in course, if we may count on any change as likely to be to start new year with.

Yours, &c.
(signed) T. Ainsworth,
Superintendent.

J. Allen, Esq., Inspector of Mails.

SUGGESTED CHANGE OF 8.35 a.m. DOWN DAY MAIL from Dublin to 9.0 a.m., and consequent corresponding Alterations proposed as regards Waterford and Limerick Line.

DOWN.

	Dublin	-	-	departure	9. 0 a.m.	instead of present	8.35 a.m.
*10 minutes delay, as now.	*Limerick Junction	-	-	say, arrival	12.30	"	12. 0 noon.
	Ditto	-	-	departure	12.40	"	
	Limerick	-	-	arrival	1.30	"	†1.20 p.m.
	Waterford	-	-	"	3. 0	"	†2.40 "

UP.

Cork	-	-	-	departure	11.40 a.m., as now.		
Limerick	-	-	-	"	11.40	instead of	11. 0 a.m.
Waterford	-	-	-	"	10. 0	"	9.45
" Junction	-	-	-	arrival	1.45		
Dublin	-	-	-	"	5.30		

* This would allow of third class train, now due at Dunbrody 11.35 a.m., to get to Junction (74 miles), stop there as needed, and work on out of the way, shunting for mail at Knockloeg.

† Often 10 minutes late getting away from Limerick Junction, waiting exchange of third class passengers after down mail departure.

DOUBLE MAIL.

LETTERS during the Month of Departure of the
Western Mail, Thence from Dublin to the North,
the West, and the South of Ireland on 1 May 1855
and 1 May 1856: the Dates upon which the Mail
was first so lengthened to the North, the West,
and the South of Ireland in the Year ending 1 May
1855, by reason of their concentration at the Wickford
Rail Station, and the Time at which the English
Mail crossed that Station upon the Days on which
they were late for the Tames, &c.

(Mr. Lubbock.)

Ordered by the House of Commons, to be Printed,
in February 1856.